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DIED.

AGAN-Miss Laura B. Agan, age fifty-eight years. Funeral services by Rev. J. H. Milburn, at Whitsett & Culver's rooms, at 9 o'clock this morning. Remains will be taken to Cincinnati for cremation. JOHNSON-At his residence, 1304 College avenue, at 10 o'clock Monday morning, James Johnson

sixty-eight years of age. Funeral private. SOCIETY MEETING.

MASONIC-Attention, Sir Knights! Raper Commandery No. 1, K. T., stated conclave in Masonic Temple this (Tuesday) evening, at 7:30 WM. SCHOPPENHORST, Em. Comdr. JACOB W. SMITH, Recorder.

FINANCIAL.

LOANS-Money on mortgages. C. F. SAYLES, 127 East Market street. mission; money ready. C. N. WILLIAMS &

MONEY—To loan, on Indiana farms; lowest mar-ket rate; privilege for payment before due; we also buy municipal bonds. THOS. C. DAY & CO., Rooms, 805-812 Law building, Indianapolis. FINANCIAL-Loans made to honest salaried people, holding permanent positions with re-sponsible concerns, on their own names. Easiest terms. Get others' rates, then see us. Strictly confidential. SECURITY MORTGAGE LOAN CO., 207 Indiana Trust building.

STORAGE.

STORAGE-The Union Transfer and Storage Company, corner East Ohio street and Boe ine tracks; only first-class storage solicited. CRATING AND PACKING OF HOUSEHOLD OODS A SPECIALTY.

WANTED-MALE HELP. WANTED-First-class plumbers. GEO. SANDS Builders' Exchange, Pittsburg, Pa.

WANTED-HELP.

WANTED-Good hustling canvassers, household article, good seller, good profits. Call forenoons REYNOLDS, 1001 Stevenson building. WANTED-Any person who will distribute cir-circulars for \$2.50 per day should write STAND-ARD CO., 4 Wells, Chicago. No canvassing.

WANTED-MISCELLANEOUS. WANTED-Dental work free at Central College

streets. No charge, except for cost of ma-

FOR SALE. FOR SALE-No. 1 iron tank; capacity 400 gal-lons; in good condition; will sell cheap. In quire at Chalfant, Pennsylvania and Michigan,

FOR SALE-For \$1,500 cash. A local bustness paying easily \$1,200 per year. An additional 1,800. First-class plant, and strict investigation nyited. Address C8, care Journal. FOR SALE-Payable after received-Thre months' trial free: \$11.25 for a high-grade, 5 drawer, drop head cabinet sewing machine; \$11.90 for a regular \$40 bicycle; \$98.50 for a \$300 piano; \$29.75 for a \$75 parlor organ; \$15.50 for a 5-piece overstuffed velour \$40 parlor suite. All new, high-grade, standard goods. For full particulars state articles interested in and we will mail you a special catalogue. SEARS, ROEBUCK & CO., Chicago.

FOR RENT-ROOMS.

FOR RENT-Room with modern conveniences and board. A good home table. Both for \$2 per month. Ten squares from Circle. Best oreferences. Address R 25, care Journal.

NOTICE. NOTICE-We absolutely cure diseases of every name and teach others the art and how to

eure themselves. We also give absent treatment. See us at or write to 328 North Illinois street. Yours for good health, PROF. JOHN W. SIGA-FOOSE, Magnetic Healer.

Some Facts of Interest by a Well-Informed Man.

THE PENSION BUREAU.

A man who has had a long experience which has afforded him the best facilities for understanding the working of the Pension Bureau, in the course of a conversation with a Journal reporter, gave some interesting facts regarding the bureau.

"I notice," he said, "that Jan. 1, 500,000 ap-

olications were pending, of which 300,000, in round numbers, were applications for increase of pensions under the regular ension laws. These pensioners have discovered a disability that was not covered when they made their original application, They make an application claiming a disability incurred in the service and not set forth in the original application. When the application reaches the Pension Office the applicant is notified that he must furnish the evidence to sustain the new disability. The applicant says: '1 cannot do this because I do not know where my surviving comrades live; besides, have I furnished proof to sustain my claim?' The answer is that the evidence furnished is to sustain the claim for other sabilities, but no mention is made of the new disability in the evidence. Whereupon, many pensioners blame the commissioner of pensions for not granting their claims, when the law prohibits him from doing so. The law distinctly requires that evidence shall be furnished to sustain the disability alleged. The commissioner of

pensions must obey the law and the decisions and rules adopted. "Again, claimants who have their cases called up for increases of pensions do not consider the time it takes. The delay comes n the medical bureau, which makes the rating after the legal right to a pension has been settled. To-day, the medical bureau of forty physicians, has thousands of cases awaiting their action, in spite of the fact that the members of this bureau work most faithfully. One trouble is that the applicant often assumes that his is the only case. It takes two months, as a rule, to have a case disposed of after it has

been called up. "There is much prejudice against the special examiners, which is unjust. It is fact that these officers are directed to assist the applicant in obtaining the needed testimony. It is a fact that 90 per cent. of the cases sent to special examiners would fail were it not for the assistance rendered by the special examiners." Speaking of the law of May 7, 1900, amending the act of June 30, 1890, the Journal's informant said that it practically

application, because sensity is taken as a "Commissioner Evans," he went on, "is censured for things for which he is in no way responsible. He has obeyed the rules. which he cannot change, like other commissioners. He does not pass upon cases. as many assume. He is simply the head of a great machine. This much I know of Evans: He is the first commissioner who as directed his subordinates to give the

gives every veteran a pension who makes

applicant the benefit of any doubt that Referring to the attacks made upon the lent through the pension commis-by the alleged soldier's paper in insten, he said that it was generally erstood that Mr. McLean, the proprietor he Cincipnati Enquirer, cwns the con-ling interest in it. It was so declared

FORMER COMMISSIONER OF THE JOINT TRAFFIC ASSOCIATION.

One of the Best-Known Railway Men in the Country-Gossip About Big Four and New York Central.

George R. Blanchard, former commissioner of the Joint Traffic Association, died at his home in New York yesterday after an illness of several weeks, from a complication of diseases, including nervous fund. prostration and erysipelas.

He was a railway man all his life. He began as a clerk in 1858 in the employ of the Cincinnati & Chicago road. He was subsequently connected with the Chicago & Mississippi, the Central Ohio, the B. & O. and the Erie roads, becoming vice president of the Erie in 1884. He became a commissioner of the Central Traffic Assoclation, and then chairman in 1896 and was given charge of the Joint Traffic Association until it was dissolved. He was regarded as one of the highest authorities on railway rates in the country. During the Spanish war Mr. Blanchard gave the government the benefit of his knowledge of transportation, but he declined a brigadier generalship tendered him by the President. In addition to his extensive knowledge of railroad affairs he was a force-

ful and entertaining writer. Although the death of Mr. Blanchard had been expected for the last two or three | 448.91. days its announcement was received in local railway circles with much regret, as he was fully as well known in Western as in Eastern railroad circles. In the early days of the Chicago-Ohio River pool he had much to do with directing its policy and was a warm personal friend of the late T. A. Lewis when general manager of the Erie fast freight lines. As a prominent freight man yesterday put it, his advice was always timely and invariably, if fol-

lowed, resulted well. The funeral services, which will be private, will be held at Mr. Blanchard's late residence in New York this afternoon, the Rev. Dr. George F. Nelson, secretary to Bishop Potter and registrar of the diocese officiating. The following will act as pallbearers: Senator Chauncey M. Depew, Senator Thomas E. Platt, S. R. Callowell, H. J. Hayden, J. F. Goddard, Hon. J. K. Cowen and E. H. Harriman. The interment will take place at Proctorsville, Vt., at a date to be determined upon later.

A prominent official of one of the Van-

Recent Reports Only Surmises.

derbilt interests says there is no truth it the report that the Big Four Railway is to be amalgamated with the New York Central, and the only foundation for the report is that the Vanderbilts are arranging to exchange some 3 per cent. bonds for the Big Four stocks in order to control the financial affairs of the company, as was done with the Lake Shore about two years ago. The Cleveland Leader says: "A good deal of talk has been occasioned by the report, emanating from New York, to the effect that the New York Central has leased the Big Four. The opinions of rail-road men, who are well informed, differ widely. One official, who is probably closer to the throne than any other, is of opinion that such a control over the Big Four as the New York Central exercises over the Lake Shore is not to be expected for some time to come. The New York Central owns the Lake Shore completely, just the same as you own your hat,' this official puts it. In the statement of the New York Central, at the time of the annual meeting, the announcement was made by the directors to the stockholders that they had deemed it advisable during the year to buy some stocks in various roads, the Big Four being among them. It is taken from this that the New York Central, while probably owning a controlling interest in the Big Four, by no means owns that property absolutely. Some suggestions have been made of late of the possibility of the managements of the various Vanderbilt properties being consolidated. This is an old supposition, and as far as can be learned there seems to be no more prospect of its immediate fulfillment than there has been for several years, or since the Vanderbilts commenced to acquire interests in these various properties.

Price of Steel Rails.

The president of a large Western railroad company was quoted by one of the Wall-street news agencies yesterday as saying that steel rails at \$26 per ton are altogether too high. He thought that \$23 would be a fair price all around. When this statement was called to the attention of President Gary, of the Federal Steel Company, he said: "I have not heard a single railroad president intimate or suggest that the price of steel rails should

be less than \$25 a ton. An official of the Carnegie Steel Com-pany had this to say on the subject: "According to press dispatches disseminated throughout the country, the Carnegie Steel Company, at its recent meeting at Pittsburg, was announced as having decided to sustain the full price of \$26 for rails. This was said to have been brought about by information to the effect that at a recent conference of railroad officials in this city the railroads had decided not to pay more than \$22. The facts, as shown in this dispatch, were not only found to be without foundation, but we are in possession of definite information to the effect that such a course, antagonistic to the railroad interests, is against the announced policy of the Carnegie Steel Company. On the contrary, the purpose is to sell their products, as heretofore announced by Mr. Carnegle himself, at a fair profit to the manufacturer, the company not being obliged, by reason of its capital, to take any question of dividends on watered stock into account in fixing such prices."

Hurry Order for Locomotives. Announcement that the Cooke locomotive works in Paterson, N. J., had received an order for fifty-eight engines to be built for the Southern Pacific Railroad Company has caused universal rejoicing among the locomotive workers in Paterson, as since the closing of the Rogers works the outlook for engine building has been rather discouraging. As the locomotives are to be built in a hurry, a night and a day force will be organized. The work is to begin at once, and the men have been promised steady employment for six months. Already three hundred men who were formerly in the Rogers works have secured employment. Each of the locomotives to be built will weigh one hundred tons each, and the cost is estimated at \$10,000 each. There are about one thousand men in Paterson who were employed in the Rogers locomotive works. There weeks ago Mr. Rogers announced that he would close the works and quit the business. The city has since been making efforts to save the industry.

For Discharging Union Men.

Former General Superintendent I. A Sweigard, of the Philadelphia & Reading Railway Company, was arraigned at Philadelphia yesterday before United States Commissioner Bell on complaint of the Brotherhood of Railway Trainmen, charged with violating the federal law prohibiting the discharge of employes of a railroad because of their membership in a labor union. Mr. Sweigard waived a hearing and entered nominal bail for his appearance in court. Mr. Sweigard was, until shortly after the big wreck on the Reading at Hatfield, Pa., when fourteen were killed and a large number injured, the general superintendent of the Reading Railway. He'refrom Europe. While general superintendent the brotherhood claim he discharged a number of employes because of their membership in the organization. A committee of the latter appeared before United States District Attorney Holland, and an investi-gation which followed resulted in Mr. Sweigard's arrest.

Big Order for Rolling Stock. Arrangements for building 3,000 freight cars for the Baltimore & Ohio Railroad

pacity of 60,000 pounds, and 500 flat cars. The total cost of the rolling stock will be \$1,865,000. This is the second large order for freight equipment given by the Baltimore & Ohio management within the last week. The first order was for 6,000 steel cars to cost \$6.600,000. With the acquisition of the 6,000 steel cars and the 3,000 "freighters" the Baltimore & Ohio's freight equipment will include 80,000 cars, 12,000 of which will be of the steel variety.

Personal, Local and General Notes. The Monon lines earned in September \$349,240. Since July. \$1,027,202. L. F. Sullivan, formerly with the Big Four, now controller of the Chesapeake & Ohio, is visiting relatives in this city.

James W. Lawrence, passenger and ticket agent of the Pennsylvania road at Penn Yan, has been transferred to Buffalo. The Brotherhood of Railway Firemen has has found it necessary to levy assessment found it necessary to levy an assessment

Captain J. H. McMillin, for many years roadmaster of the Illinois Central, died at Mr. Blanchard was fifty-nine years old. Jackson, Tenn., last week, aged seventy

> General Traffic Manager Whitney, of the York for a few days to confer with representatives of other lines. The Evansville & Terre Haute earned in September, \$119,603; since July 1, \$370,694; a decreased as compared with the corresponding period last year of \$13,366. Frank S. Bell, superintendent of Northern Pacific Express at St. Paul, and an old railroad man, has resigned and returned to Toledo to engage in business.

It is generally understood that George W. Ristine will become the head of the Kansas City, Omaha & St. Paul committee on the perfection of their organization. The stockholders of the Cincinnati, Hamilton & Indianapolis, a division of the Cincinnati, Hamilton & Dayton, will hold heir annual meeting in this city to-mor-The Peoria & Eastern in the last week of September earned \$64,530.60, an increase

over the corresponding week of 1899 of \$9,632.31. In September the road earned \$136, John May, who was contracting freight agent of the Chicago, Burlington & Quincy

The capital stock of the Cincinnati, Richmond & Muncle Railroad Company, known as the Cincinnati & Chicago short line, now under construction, was increased

yesterday to \$870,000. The Big Four lines proper earned in the | Nelson's machine, called to the reserve malast week of September \$486,418.88, an in- chine to pull into the pace. After flying corresponding 1899 of \$65,235,56. In the month of September the road earned \$1,525,854.15. Under the time schedule of Train 20, the Vandalia, which took effect Sunday, it arrives at Indianapolis in time to connect not only with the Cincinnati, Hamilton &

Dayton, but the Big Four trains. The Panhandle is building at its shops in Columbus two new postal cars, six baggage, mail and express cars, of modern type, and 150 new flat cars, turning out the latter at the rate of five a day.

Superintendent Starr, of the Chicago & Alton, has received an auto-handcar, the pumping of which is done by gasoline motor, similar to those used to propel automobiles. The car seats three people. The selection of James Charlton, late general passenger agent of the Chicago & Alton, as chairman of the Transcontinental Passenger Association, is practically assured. His headquarters will be at Den-

The annual meeting of the Chesapeake & Ohio occurs Oct. 23, President Stevens and his associates are justly proud of the fact that the gross earnings of \$1,350,564.31 for September were \$226,916.54 in excess of the corresponding period of 1899.

The Lake Erie & Western has eight construction trains employed in distributing gravel ballast, bridge material and other railway supplies. Already an improvement in the track is noticeable, say those who frequently ride over the lines. John F. Miller, general superintendent of the Pennsylvania's Southwestern sys-tem, was in the city yesterday. He thinks

everything favors the recovery of Herbert Sennett, his assistant, who was a few days ago thought to be fatally ill. Yesterday the first train of the Indiana, linois & Iowa Railroad ran into Clinton. a. The bridge is now completed and track is laid to junction with the line purchased from the Chicago, Burlington & Quincy, which extends from Clinton to Mendota. In the month of September the official records show that the Pennsylvania Company handled on its bulk tracks at Indianapolis 6,001 cars, the largest business ever done on these tracks in any one month.

The business was largely fruits, vegetables

and perishable freights. Charles M. Hogan has been promoted from road foreman of engines to master mechanic of the shops of the New York Central's western division. Mr. Hogan is one of the best known engineers in the country, and he ran the famous engine 900. when the world breaking record was made for long-distance for a passenger train. The Wabash, as has the Big Four, has furnished some very able operating men to this country. One of the striking examples in Charles M. Hays, who left the Wabash and is now general manager of the Canadian line. George C. Jones, recently made superintendent of the Grand Trunk, is a ormer Wabash man, and W. A. Garrett, who was last week appointed superintendent of the New York division of the Philadelphia & Reading, a year ago left the

L. D. Stinson, passenger conductor on the Evansville & Terre Haute, is spending the week with his brother, who resides in this city. Mr. Stinson has been with that road twenty-five years. He says the improve-ments made in the last two years have cost a large sum of money, but the road is already reaping the benefit, as their locomo-tives now haul fifty loaded cars over the road as easily as twenty-five before the

Just before his departure for Europe, Vice President and General Manager Ramsey, of the Wabash, held a conference with his subordinate officials and asked them to be good while he was away. Incidentally he told a good joke on President Ingalls, of the Big Four. He took a trip abroad, and upon his return found that the earnings statement showed surprising totals, in fact, they were better than any shown while he was at home and directly in charge of the helm. "Now, don't you gentlemen surprise me in the same way," Mr. Ramsey concluded, and all laughed. He is expected back from his trip the latter part of this month, and there is a surprise in store for him, as since July last freight earnings have increased over the corresponding period last year \$140,635.83, and passenger earnings \$111,193.78.

On Oct. 1, J. Alfred Barnard commenced his twelfth year as general manager of the Peoria & Eastern, having been appointed to that position Oct, 1, 1889. When he accepted the position the road was in bad shape not only financially but physically, hardly safe to run passenger trains over ! twenty-five mines an hour, now trains make fifty to sixty miles an hour when necessary with perfect safety, in fact, its condition compares well with the best division of the Big Four. New shops, new bridges, new trestles, new equipment have all been substituted for structures of inferior build, and the road and its equipment is practically new. It is proposed to place this property in such a condition as o make it second to none crossing Indiana. Illinois and Ohio. This week several thousand tons of new steel rail are being laid on the west end of the road, weighing eighty pounds to the yard.

CYCLORAMA LEASED

Frank C. Bostock Will Make It His Permanent Hendquarters.

Frank C. Bostock, proprietor of the wild animal shows and the Midway exhibition which are features of the Indianapolis carnival, has been so favorably impressed with the possibilities of the city as an amusement center that he has decided to make Indianapolis permanent headquarters. A long lease has been secured upon the Cyclorama building, in which it is Mr. Bostock's purpose to establish and conduct a winter zoo or wild animal display. signed after the return of President Harris It is understood that all of the animals which are used by Mr. Bostock as exhibits in the street fairs and carnivals with which he is connected in various parts of the country, will be quartered here every Time-2:14%. 2:16, 2:17%. winter. When seen last night Mr. Bostock expressed great regret that publicity had been given to his intentions to make this city his headquarters, "for," said he, 'I do not wish to do anything that might have a tendency to injure the carnival. Now that the cat is out of the bag, however, I will say that it is true that I have made up my mind to open such a show in by the Pullman Company at Pullman, Ill.. this city. It is not my purpose to have continuous vaudeville or anything else that will conflict with established local amusement enterprises."

M'DUFFEE WON THE RACE to be carried back to the jockeys' dressing

NELSON CHECKED IN HIS CHAMPION-SHIP ASPIRATIONS.

The Race Was a Pretty One, but Rec ords Were at No Time Endangered-Amateur Events.

Johnny Nelson, heralded as the most prominent aspirant for the middle-distance bicycle championship of America, had sudden check placed upon his dreams of wearing medals emblematic of championship honors last night at Newby Oval, 8 to 5; Love's Labor, 3 to 5; Gray Forge, when Eddie McDuffee, the Boston rider, won the twenty-mile motor-paced race from him, beating him across the tape on BAD Toledo, St. Louis & Western, is in New | the final lap of the big ride by fully a half lap. McDuffee rode a wonderful race, as did also Nelson until he showed signs of weakening in the final struggle for the tape, and the few people who had shivered during the tiresome wait before the race was called and while the men were grinding out mile after mile, applauded the winner in such a warm manner that the atmosphere lost some of its penetrating chilli-

It was nearly 9:30 when the men were

placed at the tape for the start of the long ride. White and Ruhl were on the tandem that was to pace Nelson, while Stone and Fisher rode McDuffee's pacing machine. The Dyer machine was held in reserve for McDuffee, and Allen and Blanchard were mounted on Nelson's reserve machine. On the start Nelson was the first to catch his machine and jumped into the lead, with McDuffee following closely behind. Once under way, with their heads pushed against at Kansas City, has been appointed super-intendent of car service of the Chicago & tors, Nelson and McDuffee began to reel off the miles with a regularity that varied but a fraction of seconds. After the first mile the time was a little better, but it did not get to a place where records were in danger of being shattered During the third mile Engineer White, of around the track several is machine again worked smoothly, and there was no need of changing the pace. On the last lap of the fifth mile Nelson made a wonderful pick-up when he changed pace from the White motor to the reserve maspeed to relieve the other pacing team. The change did not bother McDuffee or his pacers, and they kept plugging away, never letting the distance between the two riders increase to more than a length, and often the front wheel of McDuffee's motor was abreast the wheel ridden by Nelson. After riding twelve miles Nelson again changed pace on the first lap of the thirteenth mile With the White machine again in the race Nelson called for more speed and pulled away from McDuffee a few feet, but this gain was cut down after a few laps had been ridden. On the third lap of the sev enteenth mile Nelson's head left his pace maker's back and he dropped away from his motor a few inches. McDuffee tried to run ahead of the Nelson machine, but

was not able to do so During the eighteenth mile McDuffee's reserve motor went on the track to be i readiness in case of a breakdown to the other motor. Nelson's reserve machine also got under full headway, and the extra pacers followed closely behind the riders as they fairly flew around the track. On the second lap of the nineteenth mile McDuffee pushed his head harder against the back of his engineer, a signal for more pace, and Stone opened up the valve, and gradually his machine pulled on even terms with Nel son. The latter had no reserve strength left, and when his motor sprang forward to cope with the efforts of McDuffee's motor Nelson lost the pace. It was necessary for his pacing machine to be slackened until he again caught the pace, while McDuffer jumped far into the lead. McDuffee held the pace that was set by his machine while Nelson was unable to show another burst of speed. McDuffee rapidly widened the gap, and when he crossed the tape for the last time he was fully a half lap ahead of his opponent. The time for the twenty miles was 32:16 2-5, not even close enough to the record to be called an effort to smash previous records. The time by miles was as follows: 1:53 1-5, 3:31 4-5, 5:08 3-5, 6:43 3-5, 8:18 3-5, 9:51 2-5, 11:26 3-5, 13:05, 14:41 1-5, 16:17 4-5, 17:56 1-5, 19:30,4-5, 21:06 2-5, 22:41 2-5, 24:14 1-5, 25:47 1-5, 27:22 2-5, 29:01, 30:39 2-5,

The only other attraction on the pro gramme was a pursuit race between two tandems-Parson and Andrews and Allen and Shirley. Parson and Andrews caught their opponents after riding four miles and half a lap. The time was 8:07 4-5.

CHARLEY HERR TROTTED AWAY WITH THE LEXINGTON PRIZE.

Walnut Hall Cup, Also for 2:16 Trot ters. Taken by Chain Shot and the 2:15 Pace by Ione.

LEXINGTON, Ky., Oct. 8 .- The track today was in a miserable condition owing to the continuous rain of Sunday and the weather was cold and raw. Nothwith standing this the people came out. The Ashland stake for 2:16 trotters dwindled down to a field of three starters and the great contest between Charley Herr and Boralma did not materialize, as the latter was withdrawn for reasons satisfactory to Mr. Lawson, his owner. Herr was a big favorite over the other two at \$50 to \$9. Be fore the first race was called Jimmy Gatcomb, driver of Boralma, was thrown from the sulky behind First Love. The muscles in his side were torn loose and a hemorrhage from the lungs resulted. His injuries are serious. The mare ran away, and was caught in a harrow and thrown. She was not hurt, but her sulky was smashed. Charley Herr was never in trouble in the Ashland stake, which he won with ease The time was slow and the race without much interest. Neeretta got second money and Pilatus third. This makes Herr double winner at this meeting, the only races ever won by him over the Lexington

The Walnut Hall cup was won in a handy manner by the Wisconsin gelding, Chain Shot, in straight heats, after losing the first to Chestnut King, who got second money. Third money went to Aggie Medium and fourth to Frank Creamer. The race however, was a pretty fair contest for There was nothing in the 2:15 pace but

lone, the favorite, which won off the reel straight. Summaries: The Ashland, \$3,000, for 2:16 trotters; Charley Herr, br. h., by Alfred G. Neeretta, blk. m. (Brooks).....2

Walnut Hall cup, \$3,000, for 2:16 trotters: hain Shot, b. g., by Red Heart (West)3 Chestnut King, b. g. (Benyon) 1 Aggie Medium, b. m. (Kelly).....5 Frank Creamer, br. g. (Arthur)....6 Gracie Onward, ch. m. (Macey).....9 9 Maggie Anderson, b. m. (Dellin-Lady Geraldine, b. m. (Geers).....8 4 Annie Burns, gr. m. (Wilson)......7 8 9 Captor, br. g. (Marvin)...... 2 6 6ds Time-2:19, 2:151/2, 2:171/2, 2:17.

Ione, br. m., by Moody (Carson).....1 1 Nonamie, b. m. (Helm)......3 4 Sapphira, gr. m. (Foster).....2 Rex B., blk. m......4 2 Saul, b. g. (Honey)...... 3

2:15 Pace; purse, \$500:

Jockey Boland Injured. CHICAGO, Oct. 8 .- Jockey Boland was seriously injured in the second race Harlem to-day. At the conclusion of th race The Barrister bolted, after passin the judges' stand, and ran on the outsid rail near the paddock gate. Boland's left foot was caught, spraining the ankis and Ladly crushing the toes. The accident was so painful the boy fainted, fell off and had 145 N. Penn.

W. K. Vanderbilt Engages a Jockey. NEW YORK, Oct. 8.-William K. Vanderbilt to-day, at Morris Park, engaged Jockey McJoynt to ride his horses in France. Mc-Joynt's salary has not been made public, but he is a fairly good rider and could hardly be secured for less than \$10,000 a year, particularly if he had to go to France.

Yesterday's Running Race Winners. At Fort Erie-Gold Lock, Taskar, Kenilworth. Our Lizzie, Racebud. At Morris Park-Boan, Ormande, 9 to 1; Basato, 2 to 1; Gold Heels, 8 to 5; Compensation, 6 to 5; Anony, 10 to 1; Potente, 2 to 1. At Harlem-Royal Victor, 4 to 1; Goal Runner, 16 to 5; Arguebus, 6 to 5; Specific, 7 to 5; Bonnie Lissak, 17 to 10; Cogmoosey,

At St. Louis-Celtic Bard, 11 to 20; Maydine, 7 to 2; Orleans, 40 to 1; Miss MacDay,

WORK BY CHICAGO

LOST THE LAST TWO GAMES OF THE SEASON ON RANK ERRORS.

Ten in the First Game and Seven in Second Gave Cincinnati Easy Victories-Two for Pittsburg.

Pittsburg 8-St. Louis 0 Pittsburg. . . . 8-St. Louis 2 Cincinnati . . . 13-Chicago 4 Cincinnati ... 9-Chicago 1 Rain elsewhere.

Standing of the Clubs. Played. Won. Lost, Pct. Brooklyn 133 Pittsburg 135 Philadelphia 134 Boston 134 Chicago 137 St. Louis 137 Cincinnati 137 New York 135

Cincinnati closed the season here to-day, the visitors taking both games and the series, by 11 to 9. Rank errors, ten in number, lost the first game, and inability chine, which had been sent out at great to hit Phillips in the second, seven more awful blunders piling up Cincinnati's total. Attendance, 950. Scores: 0- 4 13 10

CHICAGO, Oct. 8 .- A double-header with

Batteries-Menefee and Donahue; Hahn and Kahoe. Second game: hicago 0 0 0 Cincinnati0 1 1 0 1 1 5 0-9 9 4

Batteries-Taylor and Dexter; Phillips and Kahoe. Called on account of darkness after two men were out in the first half f the ninth.

Pittsburg Won Double Header. ST. LOUIS, Oct. 8 .- Pittsburg took the double header to-day without half trying. Waddell pitched sensational ball in the

first game and received perfect support. The second game was a listless one all through. Attendance, 1,300. Score: st. Louis0 0 0 0 0 0 0 0 0 0 0 4 : Pittsburg 2 2 1 0 0 3 0 0 0-8 14

Batteries-Jones and Criger; Waddell and St. Louis2 0 0 0 0 0 0 0 0-2 7 Pittsburg 2 0 0 0 0 1 1 0 4-8 13 6 Batteries-Sudhoff and Criger; Tannehall

and Zimmer. Players Reserved by Cincinnati. WASHINGTON, Oct. 8 .- President N. E. Young, of the National League, announced that the following named players have been reserved by the Cincinnati National League dub for the season of 1901: Frank Hahn, Edward Scott, C. H. Peitz, J. H. Beckley,
Robert Wood, T. W. Corcoran, W. C.
Philips, Samuel Crawford, L. P. Geier,
George P. Magoon, Mike Kahoe, E. J.
Newton, Henry Steinfeldt, Charles E. Irwin, Elmer Smith, James E. Barrett, Theo-

Hartsel, Richard Brown. Baseball Notes.

dore Breitenstein, A. G. McBride, T. F.

Marion has released Harry Fay, John Gilbert, Harry Allamanz and Charles Crow South Bend and Fort Wayne played a five to five game of baseball on the South Bend grounds yesterday.

Millionaires in Town.

"There are at this time more wealthy people stopping at the Danison Hotel than at any time before in my connection with the house," said Manager Cullen last night. "We have three millionaires on one floorone man whose fortune is estimated at ten millions. In the cafe yesterday a party of three people ordered a dinner which cost \$16.10 exclusive of wine, cigars or Apollinaris water."

The consecration of the Rev. Herman J. Alerding as bishop of the Fort Wayne diocese will be held at Fort Wayne instead of in this city. The date has not yet been decided, but will probably be Nov. 30. The decision was reached in a conference with Archbishop Elder, at Cincinnati, from which Father Alerding has just returned.

Called to People's Congregational. Rev. E. W. Murray, of Brightwood, has accepted a call from the People's Congregational Church, of this city, and will preach his inaugural sermon on next Sun-

Football.

The baseball team has run its race, Oh, happy time of year. The football squad now takes its place. And boots the leather sphere! A hit, a strike, a double play,
The umpires who offend,
Now happily, they must give way
To runs around the end!

The tackle, guard, the quarter back, The fellow who can kick, All these have come, and in their track The scrimmage, twenty thick! And blood will flow, and bones will break.

And men will faint and fall—

For football's not the sort to make

A parlor game at all! And men will clash, and neither yield-Oh, happy time of year— The football team now takes the field, And boots the leather sphere! -Philadelphia Press.

"GARLAND" STOVES AND RANGES Awarded highest prize Paris exposition 1900



Fine Cutlery We have a beautiful line of table goods, safety razors, etc.

Lilly & Stalnaker,

114 E. Washington St.

We have thouands of testimonials from grate-

a cough for three years, effects of

grip and not taking proper care of myself. In April, 1898, I became so weak I was unable to work. I was examined by two physicians who told me I had bronchitis

very bad. They advised me to use Duffy's Malt Whiskey, but I was

so bitter against whiskey I would not consent.

By August 20th last I had gone so far as to be unable to get my breath, except with difficulty—was very low. I thought I could not live much

ful patients who have been cured of

Consumption

by Duffy's Pure Malt Whiskey.

Gentlemen-I had

plenty of Duffy's Mait Whiskey, and take it regularly. By this time I was willing to do anything for relief. So the dear old man, though he is not a whiskey doctor, ordered me to begin at once with two tablespoonfuls as a dose every two hours day and night. I did so, and imme-



diately began to improve, and now, sixweeks from that time, I can breathe almost as well as I ever could, and Dr. C. says my lungs are healed, except one duil place in the right lung, and that the cavities are contracting. I do not know whether God is going to let me get well or not, but I humbly trust He will, and I believe that, under God, your Whiskey has saved my life thus far, and if I

had begun a year ago I would have been cured by this time. Respectfully, MRS. H. E. RIDDLE, Zeno, S.C. Duffy's Pure Malt Whiskey is a pure invigorating stimu-lant and tonic. Every bettle of the genuine bears proprietary revenue stamp.

longer. Our old physician, Dr. T. W. Campbell, of Energy, S. C., examined my lungs and told me the right one was very bad, and the left one but a trifle better, but that I had enough lungs left to live a good while yet if I would take All druggists and grocers or direct, express paid, \$1 a bot

DUFFY MALT WHISKEY CO., Rochester, N. Y.

Cigar Dealers Like to have their regular customers smoke

Old Virginia Cheroots

because they know that once a man starts smoking them he is "fixed," and that he will have no more trouble with him trying to satisfy him with different kinds of Five Cent cigars.

Three hundred million Old Virginia Cheroots smoked this year. Ask your own dealer. Price, 3 for 5 cents.

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PURE PAINT and no other will reain its new and brilliant appearance. PURE PAINT will not chip. PURE PAINT covers more surface.

PURE PAINT for these reasons is the most economical to buy. CAPITAL CITY PAINT IS PURE AINT.

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EDUCATIONAL. 51st YEAR LARGEST AND BEST IN STATE Only Permanent and Reliable One Here. Business Universit Y

Our trade-mark past 15 years. Beware of imitators Day and Night. When Bidg. Phones 499. E. J. HEEB, President

VORIES'S JUSINESS COLLEG Methods copyrighted. Time and money saved. Second largest in the world.

Girls' Classical School DEPARTMENT OF HOUSEHOLD SCIENCE.

Miss Josephine Schiffer, director of this department, will be at the School Kitchen, 824 North Pennsylvania street, daily, from Monday, Oct. 1, from 8:30 to 12, to receive and classify candidates for admission to this department. Also classes for instruction in waitress duties will be formed; morning classes for young ladies and ma-trons; evening classes for working women.



Her hopes will be fully realized if she will prepare herself during pregnancy with MOTHER'S FRIEND, the widely-known external liniment which so many women use. It not only paves the way for easy delivery, but insures strength and vigor to the new-born. Sold by Druggiets for S1 a bottle.

Send for our free illustrated book about MOTHER'S FRIEND.

THE BRADFIELD REGULATOR CO., Atlanta, Ga.

LEGAL ADVERTISEMENTS. NOTICE OF FIRST MEETING OF CREDITORS.

In the District Court of the United States for the district of Indiana. In bankruptcy. In the matter of John Finitzer, bankrupt. No. 713 in bankruptcy. To the creditors of John Finitzer, of Indianapolis, in the county of Marion and district aforesaid, a bankrupt: Notice is hereby given that on the 6th day of October, A. D. 1900, the said John Finitzer was duly adjudicated bank rupt, and that the first meeting of his creditors will be held at Room 511, Indiana Trust Building, No. 117 East Washington street, in the city of Indianapolis, Marion county, Indiana, on the 18th day of October, A. D. 1900, at 9 o'clock in the forenoon, at which time the said creditor may attend, prove their claims, appoint a trus-tee, examine the bankrupt, and transact such other business as may properly come before said ALBERT RABB, Referee in Bankruptcy. Indianapolis, Ind., Oct. 8, 1900.

Indiana, Decatur & Western Railway Co.-Of-ice of the Secretary, Indianapolis, Ind., Sept. Notice is hereby given that the annual meeting of the stockholders of the Indiana, Decatur & Western Railway Company will be held at the office of the company in Indianapolis, Ind., on Wednesday, October 10, 1900, at 1 o'clock p. m., for the election of three directors and the transaction of such other business as may properly come before the meeting.

QEORGE R. BALCH, Secretary.



WE DON'T DENY

in Indianapolis combined, At the same time it is true that

every order in our house is as

That we have several times as

much business as all the tailors

carefully watched as any in the smallest tailor shop.

EACH One of our 16 designers is held to strict account to give personal care to each order committed to him and is held

Personally Responsible For Results.

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AMUSEMENTS. GRAND - To-Night and all the Week Grand Stock Company in the great pastoral drama "A SOUTHERN ROMANCE" Evenings, 25c and 50c; matinees, Thursday and

Choice season locations left. ZENGLISH'SZ

Saturday, 25c. Seats on sale two weeks in advance.

To-Night and To-Morrow Night RICHARD GOLDEN.

"Old Jed Prouty" Seats now ready. Next-Kelcy and Shannon. PARK-To-Day-SP. M Vogel & Deming's Big Minstrels

10c, 20c, 30c. Everybody goes to the Park Thursday—"A Trip to Coontown." EMPIRE THEATER Wabash and Delaware streets.

ONE WEEK...... Commencing Oct. 8 EVERY NIGHT. MATINEE DAILY. AUSTRALIAN

BURLESQUERS Prices of Admission - 10c, 15c, 25c and 30c Next week-Sam Jack's Burlesque Co.